However, a specific decision was taken to make the specified quota of direct recruitment in the higher grade Rs. 1600—2660 w.e.f. 15-5-1987 instead of in scale Rs. 1400—2300 in which the recruitment was done earlier.

(c) The information is being collected and will be laid on the Table of the Sabha.

(d) to (f) Some benches of Central Administrative Tribunal have given orders for extending the same higher grade to the earlier recruits. Special Leave Petitions have been filed against the orders in a few cases. These are pending before the Hon'ble Supreme Court and the outcome is awaited.

Train service between West Bengal and different parts of North Eastern region via Bangladesh

4536. SHRI MD. SALIM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to resume train services between West Bengal and different parts of North Eastern region including Agartala via Bangladesh;

(b) whether Government have been taking it up with the Bangladesh Government;

(c) if so, what is the result thereof; and

(d) if not, by when Government propose to open the dialogue with Bangladesh in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d) A proposal to provide rail transit facilities through Bangladesh to the North Eastern region of India has been suggested to the Government of Bangladesh. The Government of Bangladesh has so far not agreed to provide this facility due to technical reasons.

Electrification of routes in Railways

4537. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to refer to the answer to Unstarred Question 3027 given in the Rajya Sabha on the 5th August, 1992 and state:

(a) how the railway electrification compares with the Britain, Japan, Italy, China, Germany, France and the U.S.A.;

(b) what are the important trunk routes which have been electrified so far in the country; and

(c) by when the remaining trunk routes are likely to be electrified and the target date for the completion of work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Country-wise position of electrification is as under:

Name of Country	Route Kms. electrified	% age route electrified
Britain	4910.7	29.61
Japan	15845.0	64.88
Italy	10492.0	54.81
China	5300.0	9.91
Germany	15775.2	36.66
France	12511.0	37.01
U.S.A.	2197.4	00.84
India	10809.0	17.3*

(Source : Jane's World Railways 1991-92)
*Position as on 1-4-1992.

Electrification in these countries is on different Voltages and different Gauges, depending on application and technology.

(b) 5 trunk routes namely Delhi-Howrah, Delhi-Bombay via Central and Western Railways, Delhi-Madras (GT) route and Bombay-Howrah via Nagpur have since been electrified.

(c) Electrification is a continuous process and works are in progress on part sections on the remaining two trunk routes viz. Madras-Bombay and Madras-Howrah. These works are likely to be completed by March, 1998, subject to availability of funds.

Construction of overbridges at railway Stations in Madhya Pradesh

4538. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of overbridges presently under construction at various railway stations in Madhya Pradesh;

(b) by when each of these overbridges is likely to be completed and opened for use;

(c) whether Government have any plans for providing more overbridges at various Railway Stations in Madhya Pradesh in the near future; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Details of works of provisions of foot over bridges which have been taken up in Madhya Pradesh are as under:—

(Rs. in lakhs)

S.No.	Name of Station	Estimated Cost	Target date of completion
1	Khirkiya	7.38	December, 1993
2	Obaidullaganj	11.30	December, 1993
3	Budni	9.35	December, 1993
4	Salamatpur	7.69	December, 1993
5	Bhilainagar	7.88	March, 1994
6	Kirodimalnagar	7.88	December, 1994
7	Bhairongarh	4.14	March, 1993

(c) Yes, Sir.

(d) Works in this regard will be taken up wherever so warranted by traffic requirements, subject to availability of funds and comparative needs of various stations.

Railway accidents

4539. DR. YELAMANCHILI SIVAJI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that more than 100 accidents took place in S.C. Railway Zone during the last eighteen months;

(b) if so, what are the details thereof and what steps have been taken to avoid the same; and

(c) what are the reasons for these accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) There were 93 consequential train accidents comprising 6 collisions, 80 derailments, 5 at level crossings and 2 cases of fire in trains on South Central Railway during the period 1-2-1991 to 31-7-1992. The main causes of these accidents were failure of railway staff, equipment failure, failure of road users, sabotage,